

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBP07

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati

CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/16/03

CONTACT: Curtis A. Hines PHONE # (513) 352-3462

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 E-MAIL curtis.hines@cincinnati-oh.gov

PROJECT NAME: Red Bank Expressway and Duck Creek Road Improvements

SUBDIVISION TYPE

(Check Only 1)

☐ 1. County

☒ 2. City

☐ 3. Township

☐ 4. Village

☐ 5. Water/Sanitary District

(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

☒ 1. Grant \$ 798,600

☐ 2. Loan \$ _____

☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

☒ 1. Road

☐ 2. Bridge/Culvert

☐ 3. Water Supply

☐ 4. Wastewater

☐ 5. Solid Waste

☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,331,000

FUNDING REQUESTED: \$ 798,600

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 798,600

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

2003 SEP 12 PM 2:57

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$_____00

Preliminary Design \$_____00

Final Design \$_____00

Bidding \$_____00

Construction Phase \$_____00

Additional Engineering Services

\$_____00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____00

c.) Construction Costs:

\$ 1,210,000.00

d.) Equipment Purchased Directly:

\$_____00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$_____00

f.) Construction Contingencies:

\$ 121,000.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,331,000.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 133,100.00</u>	<u>10%</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u> DODO </u>	\$ <u> 399,300.00</u>	<u>30%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 532,400.00</u>	<u>40%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 798,600.00</u>	
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 798,600.00</u>	<u>60%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,331,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 **PROJECT NAME:** Red Bank Expressway and Duck Creek Road Improvements

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through C):**

A: SPECIFIC LOCATION:

The intersections of Duck Creek Road and Red Bank Expressway, Duck Creek Road and Red Bank Road and Duck Creek Road and Eastwood Drive.

PROJECT ZIP CODE: 45227

B: PROJECT COMPONENTS:

Widening of Duck Creek Road and Red Bank Expressway, including removal of existing pavement, curbs and traffic signals and construction of new asphalt pavement, sidewalks, curbs and traffic signals. Reconstruction of stormwater inlets and connection pipes where needed. Acquisition of right-of-way.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Approximately 250 feet of widening on Red Bank Expressway, 200 feet of widening on Duck Creek Road.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 53,868 Year: 2002 Projected ADT: _____ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$

Stormwater: Number of households served:

2.3 **USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 432000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 899000.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 / 01 / 03</u>	<u>08 / 31 / 04</u>
4.2 Bid Advertisement and Award:	<u>09 / 01 / 04</u>	<u>12 / 31 / 04</u>
4.3 Construction:	<u>01 / 01 / 05</u>	<u>11 / 15 / 05</u>
4.4 Right-of-Way/Land Acquisition:	<u>11 / 01 / 03</u>	<u>09 / 01 / 04</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Timothy Riordan Acting Deputy City Manager Room 104, City Hall 801 Plum Street Cincinnati, Ohio 45202 (513) 352-2457 (513) 352-2458 tim.riordan@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	William Moller Director of Finance Room 250, City Hall 801 Plum Street Cincinnati, Ohio 45202 (513) 352-6275 (513) 352-2370 bill.moller@cincinnati-oh.gov
5.3	PROJECT MANAGER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Jay Gala, PE Principal Public Works Construction Engineer Room 430, City Hall 801 Plum Street Cincinnati, Ohio 45202 (513) 352-3423 (513) 352-1581 jay.gala@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

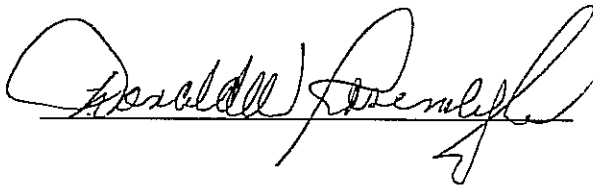
Timothy Riordan 9-10-03

Signature/Date Signed

September 12, 2003

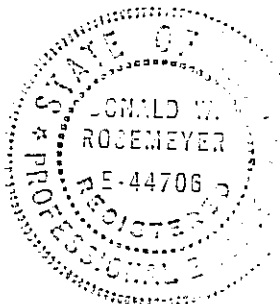
Subject: Red Bank Expressway / Duck Creek Road Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation is at least twenty (20) years.

A handwritten signature in black ink, appearing to read "Donald W. Rosemeyer", written over a horizontal line.

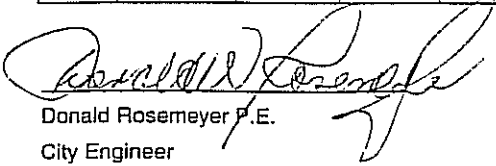
(seal)

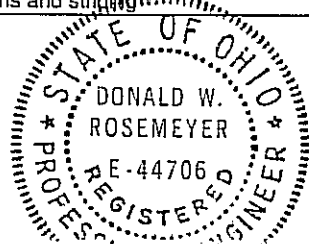
Donald W. Rosemeyer, P.E.
Acting City Engineer
City of Cincinnati



Red Bank Expressway and Duck Creek Road Improvements

REF. NO	ITEM NO.	TOTAL	UNIT	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump	Sum	Contract Bond	\$ 20,000.00	\$20,000.00
2	Special	4	ea.	Project Signs	\$ 352.50	\$ 1,410.00
3	201	Lump	Sum	Clearing and Grubbing	\$ 30,000.00	\$ 30,000.00
4	202	50	l.f.	Fence Removed	\$ 3.00	\$ 150.00
5	202	8	ea.	Inlet Abandoned	\$ 300.00	\$ 2,400.00
6	203	11000	c.y.	Embankment	\$ 10.00	\$ 110,000.00
7	203	3000	c.y.	Excavation not including embankment construction	\$ 25.00	\$ 75,000.00
8	203	1100	s.y.	Subgrade Compaction	\$ 2.00	\$ 2,200.00
9	203	60	hrs	Proof Rolling	\$ 60.00	\$ 3,600.00
10	205	25	tons	Special Fill Material	\$ 15.00	\$ 375.00
11	304	200	c.y.	Aggregate Base	\$ 25.00	\$ 5,000.00
12	448	450	c.y.	Asphalt Concrete Intermediate Course, Type 1	\$ 80.00	\$ 36,000.00
13	448	450	c.y.	Asphalt Concrete Surface Course, Type 1H	\$ 80.00	\$ 36,000.00
14	452	1100	s.y.	12" Plain Concrete Pavement	\$ 50.00	\$ 55,000.00
15	Special	1400	s.f.	Retaining Wall	\$ 100.00	\$ 140,000.00
16	Special	Lump	Sum	Relocation of Creek	\$ 50,000.00	\$ 50,000.00
17	601	20	s.y.	Rip Rap, Type C	\$ 77.00	\$ 1,540.00
18	602	10	c.y.	Concrete Masonry	\$ 700.00	\$ 7,000.00
19	602	10	c.y.	Brick Masonry	\$ 250.00	\$ 2,500.00
20	603	50	l.f.	3" Conduit, Type "G"	\$ 15.00	\$ 750.00
21	603	50	l.f.	12" Conduit, Type B	\$ 50.00	\$ 2,500.00
22	603	50	l.f.	24" Conduit, Type "B"	\$ 100.00	\$ 5,000.00
23	603	50	l.f.	36" Conduit, Type "B"	\$ 200.00	\$ 10,000.00
24	Special	50	l.f.	Connection Pipe Cleaned	\$ 10.00	\$ 500.00
25	604	2	ea.	Manhole Adjusted to Grade With Adjusting Rings	\$ 50.00	\$ 100.00
26	604	5	ea.	Manhole Adjusted to Grade Without Adjusting Rings	\$ 350.00	\$ 1,750.00
27	604	2	ea.	Valve Chambers Adjust With Adjusting Rings	\$ 200.00	\$ 400.00
28	604	5	ea.	Valve Chambers Adjust Without Adjusting Rings	\$ 350.00	\$ 1,750.00
29	604	2	ea.	SGI Adjusted to Grade With Inlet Riser	\$ 150.00	\$ 300.00
30	604	2	ea.	DGI/CI Adjusted to Grade With Inlet Riser	\$ 175.00	\$ 350.00
31	604	5	ea.	SGI Adjusted to Grade	\$ 300.00	\$ 1,500.00
32	604	5	ea.	DGI/CI Adjusted to Grade	\$ 350.00	\$ 1,750.00
33	604	5	ea.	DGI/CI Repaired and Adjusted to Grade	\$ 400.00	\$ 2,000.00
34	604	2	ea.	Inlets Repaired (Ditch or Curb)	\$ 300.00	\$ 600.00
35	604	5	ea.	Inlet Grates	\$ 100.00	\$ 500.00
36	604	5	ea.	Double Gutter Inlet (DGI)	\$ 3,000.00	\$ 15,000.00
37	605	1000	l.f.	4" Shallow Pipe Underdrain	\$ 8.00	\$ 8,000.00
38	606	2	ea.	Anchor Assembly, Type T	\$ 750.00	\$ 1,500.00
39	606	750	l.f.	Guardrail, Type 5	\$ 25.00	\$ 18,750.00
40	607	200	l.f.	Fence, Type CL	\$ 30.00	\$ 6,000.00
41	608	4	ea.	Curb Ramp, Type 1	\$ 500.00	\$ 2,000.00
42	608	1560	s.f.	Concrete Walk, 5 inches	\$ 5.00	\$ 7,800.00
43	609	900	l.f.	Concrete Curb Integral with Concrete Pavement, Type P-1	\$ 20.00	\$ 18,000.00
44	614	100	hrs	Law Enforcement Officer with Patrol Car	\$ 50.00	\$ 5,000.00
45	614	Lump	Sum	Maintaining Traffic	\$ 100,000.00	\$ 100,000.00
46	616	10	mgal	Water (Dust Control)	\$ 5.00	\$ 50.00
47	619	Lump	Sum	Field Office, Type A	\$ 5,000.00	\$ 5,000.00
48	628	900	l.f.	Sawing Concrete	\$ 2.75	\$ 2,475.00
49	659	2000	s.y.	Seeding and Mulching with Topsoil	\$ 4.00	\$ 8,000.00
50	712.09	1100	s.y.	Geotextile Fabric, Type D	\$ 3.00	\$ 3,300.00
51	1125	5	ea.	Reset Existing Valve Box Complete	\$ 150.00	\$ 750.00
52	Special	2	ea.	Furnishing Valve Box Casting	\$ 50.00	\$ 100.00
53	1132	2	ea.	Resetting Existing Curb and Roadway Boxes	\$ 175.00	\$ 350.00
54	Special	Lump	Sum	Erosion Control, As Per Plan	\$ 50,000.00	\$ 50,000.00
55	Special	3	ea.	Traffic signals	\$ 100,000.00	\$ 300,000.00
56	Special	1	ea.	Traffic signs and striping	\$ 50,000.00	\$ 50,000.00

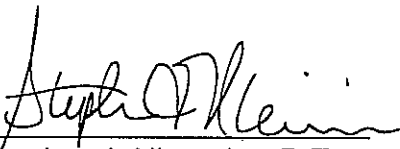

 Donald Rosemeyer P.E.
 City Engineer
 City of Cincinnati



Total Construction Cost: **\$1,210,000.00**
 Contingencies: **\$121,000.00**
TOTAL ESTIMATED COST: \$1,331,000.00

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Red Bank Expressway / Duck Creek Road Improvements project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.


Stephen I. Niemeier, P.E.
Supervising Engineer



City of Cincinnati



Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

September 12, 2003

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2004 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2004 SCIP/LTIP Projects (Round 18 Funding) are recommended by the City Manager for funding in the City's 2004 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Central Parkway – Plum Street to Broadway
Gilbert Avenue / Montgomery Road – Elsinore to Brewster
Madison Road – Brotherton to Edwards
M.L. King Drive – Clifton Avenue to Central Parkway
Vine Street – Central Parkway to McMicken
Vine Street – Erkenbrecher to Mitchell

STREET IMPROVEMENT PROJECTS

Colerain Avenue and Blue Rock Street Improvement
Columbia Parkway Improvement – Delta Avenue to Tusculum Avenue
Red Bank Expressway / Duck Creek Road Improvement

STREET IMPROVEMENT AND REHABILITATION PROJECT

River Road Improvement and Rehabilitation – Dart Street to Illinois Avenue

The local matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds. Additional match funds are expected from the Municipal Road Fund and the Ohio Department of Development.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

A handwritten signature in black ink, appearing to read "William E. Moller". The signature is fluid and cursive, with the first name "William" and last name "Moller" being clearly legible, and "E." as a small middle initial.

William Moller
Director of Finance

cc: T. Riordan, Asst. City Manager
C. Sigman, Budget
D. Campbell, Budget
E. Enabnit, Transportation & Engineering
D. Rosemeyer, Engineering
J. Vogel, Engineering
J. Buttner, Engineering
J. Flading, Engineering
G. Long, Engineering
C. Ertel, Engineering
C. Hines, Engineering
D. Cline, Engineering
Adm. Files
Eng. Div. File

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0351-2003 passed by the Council of the City of Cincinnati at their session on October 22, 2003 entitled:

ORDINANCE, (EMERGENCY) submitted by Valerie A. Lemmie, City Manager on 10/15/2003, authorized the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$11,250,600, and to execute any agreements necessary for the receipt and administration of said grants and loans.

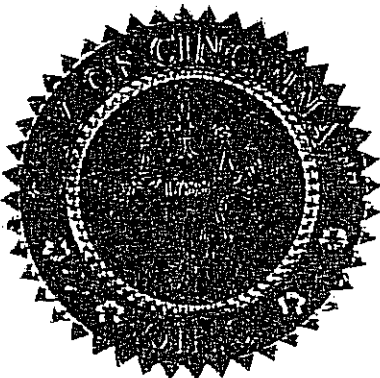
IN TESTIMONY WHEREOF I have

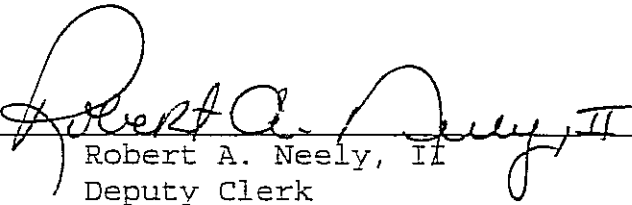
hereunto set my name and affixed

the seal of the Clerk of Council

Office this 28th day of

October in the year Two Thousand and Three.




Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati

An Ordinance No. 351

[Handwritten signature]

-2003

AUTHORIZING the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$11,250,600, and to execute any agreements necessary for the receipt and administration of said grants and loans.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$2,633,957 in matching City funds for Program Year 2004, for six (6) street rehabilitation projects, namely Central Parkway, Gilbert Avenue/Montgomery Road, Madison Road, M.L. King Drive, Vine Street (Central Parkway to McMicken) and Vine Street (Erkenbrecher to Mitchell); four (4) street improvement projects, namely Colerain Avenue/Blue Rock Road; Columbia Parkway, Kirby Road, and Red Bank Road/Duck Creek Road; one (1) street rehabilitation/improvement project, namely River Road; and one (1) loan assistance application, namely Infrastructure Rehabilitation Bonds; now, therefore,

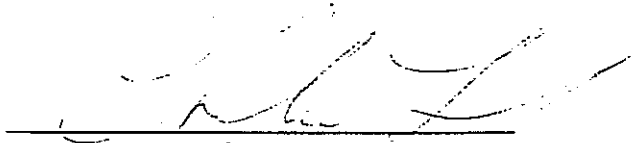
BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loans, and loan assistance in the approximate amount of \$11,250,600 for funding six (6) street rehabilitation projects, namely Central Parkway, Gilbert Avenue/Montgomery Road, Madison Road, M.L. King Drive, Vine Street (Central Parkway to McMicken) and Vine Street (Erkenbrecher to Mitchell); four (4) street improvement projects, namely Colerain Avenue/Blue Rock Road; Columbia Parkway, Kirby Road, and Red Bank Road/Duck Creek Road; one (1) street rehabilitation/improvement project, namely River Road; and one loan assistance application, namely Infrastructure Rehabilitation Bonds, and to accept such grants and loans at an interest rate acceptable to the City of Cincinnati Director of Finance if awarded by the Ohio Public Works Commission.

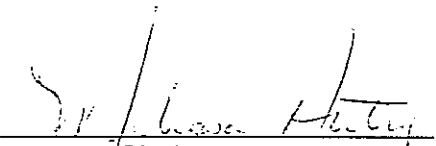
Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants and loans.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, welfare and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to comply with critical application deadlines and to ensure that funding mechanisms for the proper implementation are in place at the earliest possible time.

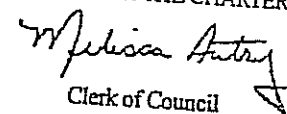
Passed October 22, 2003



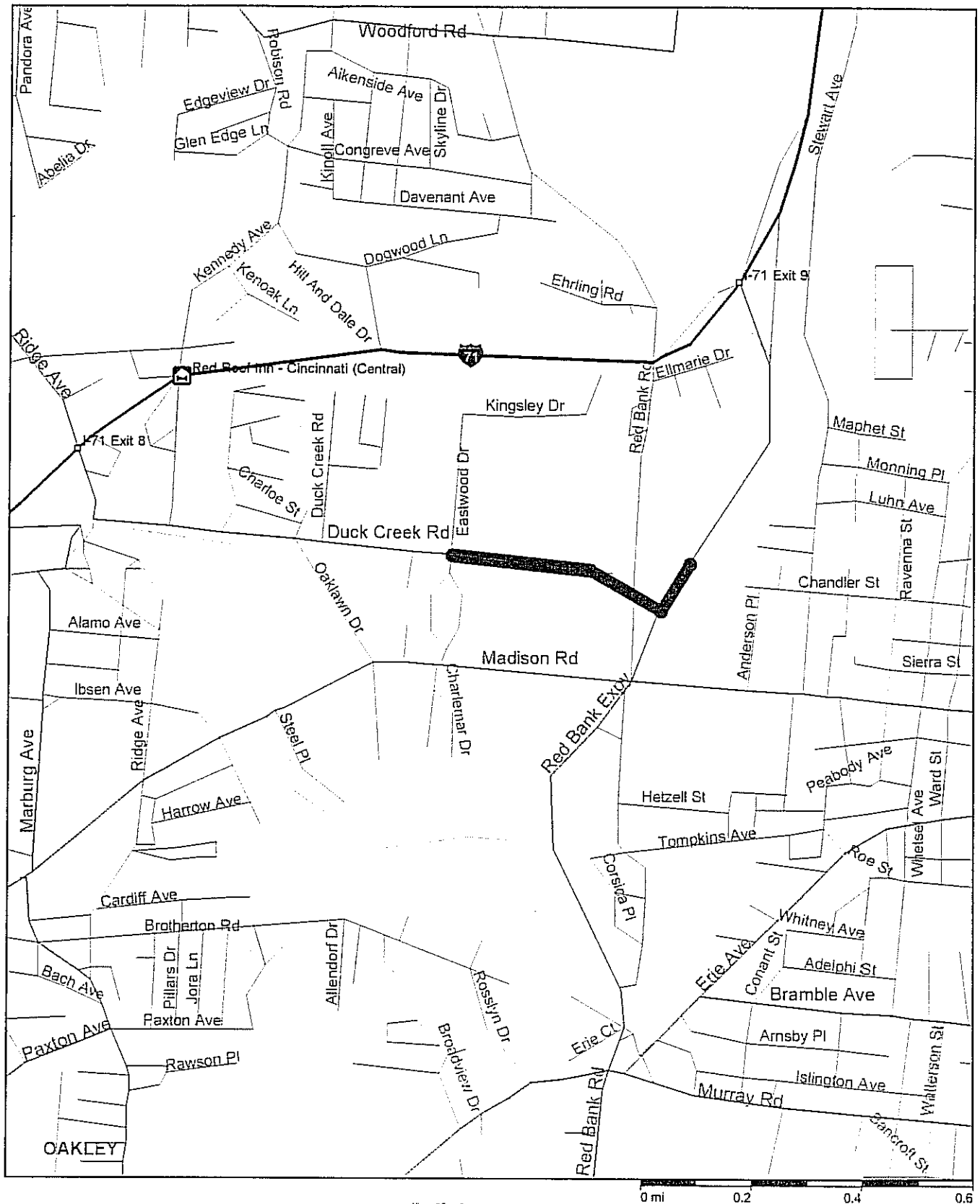
Mayor

Attest 

Clerk

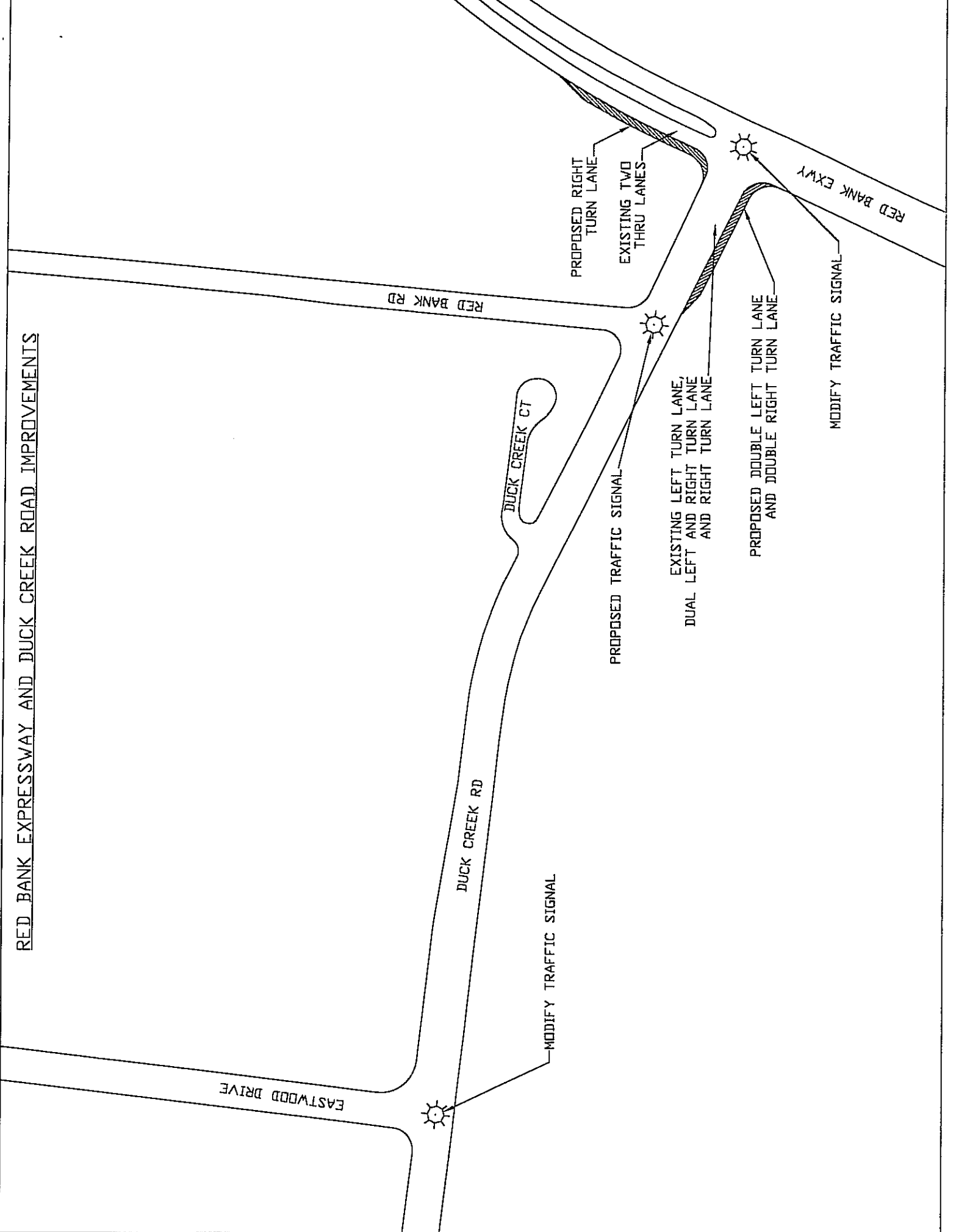
I HEREBY CERTIFY THAT ORDINANCE NO. 351-2003
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-4-2003

Clerk of Council

Red Bank Expressway / Duck Creek Road Improvements



Microsoft Expresso...
Streets98

RED BANK EXPRESSWAY AND DUCK CREEK ROAD IMPROVEMENTS



ADDITIONAL SUPPORT INFORMATION

RED BANK EXPRESSWAY AND DUCK CREEK ROAD IMPROVEMENTS

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement on Duck Creek Road and Red Bank Expressway, where there will be widening, is in Fair physical condition.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The improvement will have moderate importance to the safety by reducing congestion and accident rate at the Red Bank Expressway and Duck Creek Road intersection. Refer to accident data and summary for documentation.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No measurable impact.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 River Road Improvements – Dart Street to Illinois Avenue

Priority 2 Madison Road Rehabilitation – Edwards Road to Brotherton Road

Priority 3 Columbia Parkway Improvements – Delta Avenue To Tusculum Avenue

Priority 4 Red Bank Expressway / Duck Creek Road Improvements

Priority 5 Vine Street Rehabilitation – Erkenbrecher Avenue To Mitchell Avenue

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will directly secure significant new employment. Fifth Third Corporate Headquarters, located on Eastwood Drive, plans to expand their operations by an additional 2000 full time jobs upon completion of the roadway improvements.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 29 of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

ODOD - \$400,000 in funding which is approximately 30% of the total construction cost.

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The project will alleviate traffic problems for partial future demand. A new signal at the intersection of Duck Creek Road and Red Bank Road, signal modifications at the intersections of Duck Creek Road and Eastwood Drive and Duck Creek Road and Red Bank Expressway and right turn lanes on Duck Creek Road and Red Bank Expressway will improve the intersections to acceptable service levels. See attached traffic impact study for more details.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS F

Proposed LOS D

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

LOS is based on the forecasted traffic volumes from the 5th/3rd expansion. Improvements needed to achieve LOS C would be quite expensive and cost prohibitive at this time. The "Eastern Corridor Study", administered by Hamilton County TID, is currently analyzing this and other intersections, including Red Bank Expressway itself, for future transportation improvements for a 20 year outlook. The subject improvement is a component, and thus is compatible with these long range proposals.

- 10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

- a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 2 Of these, how many are: Takes _____

Temporary _____

Permanent 2

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Parcels will be acquired by September of 2004.

e.) Give an estimate of time needed to complete any item above not yet completed. 10 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The improvements will have a major impact on the infrastructure of the area. Red Bank Expressway is a primary feed route to Interstate 71 and Duck Creek Road generates flow from two schools, a small residential area and two major employers in Fifth Third and Coca-Cola.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 53,868 X 1.20 = 64,640 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated Portion of the City Earnings Tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 18 - PROGRAM YEAR 2004
PROJECT SELECTION CRITERIA
JULY 1, 2004 TO JUNE 30, 2005

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: RED BANK EXPRESSWAY

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	Appeal Score
23 - Critical	
20 - Very Poor	_____
17 - Poor	
15 - Moderately Poor	
10 - Moderately Fair	
<u>5 - Fair Condition</u>	
0 - Good or Better	

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	Appeal Score
20 - Considerably significant importance	
<u>15 - Moderate importance</u>	_____
10 - Minimal importance	
5 - Poorly documented importance	
0 - No measurable impact	

See Att.

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	Appeal Score
20 - Considerably significant importance	
15 - Moderate importance	_____
10 - Minimal importance	
<u>5 - Poorly documented importance</u>	
<u>0 - No measurable impact</u>	

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	Appeal Score
20 - Second priority project	
15 - Third priority project	_____
<u>10 - Fourth priority project</u>	
5 - Fifth priority project or lower	

- 5) Will the completed project generate user fees or assessments? Appeal Score
- ☒ 10 - No
☐ 0 - Yes
-
- 6) Economic Growth - How the completed project will enhance economic growth (See definitions). Appeal Score
- 10 - The project will directly secure significant new employment
 7 - The project will directly secure new employment
 5 - The project will secure new employment
☒ 3 - The project will permit more development
 0 - The project will not impact development
-
- 7) Matching Funds - LOCAL
- 10 - This project is a loan or credit enhancement
 10 - 50% or higher
 8 - 40% to 49.99%
 6 - 30% to 39.99%
 4 - 20% to 29.99%
☒ 2 - 10% to 19.99%
 0 - Less than 10%
- 10%
- 8) Matching Funds - OTHER
- 10 - 50% or higher
 8 - 40% to 49.99%
☒ 6 - 30% to 39.99%
 4 - 20% to 29.99%
 2 - 10% to 19.99%
 1 - 1% to 9.99%
 0 - Less than 1%
- 30% 0000
- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions) Appeal Score
- 10 - Project design is for future demand.
☒ 8 - Project design is for partial future demand.
 6 - Project design is for current demand.
 4 - Project design is for minimal increase in capacity.
 2 - Project design is for no increase in capacity.
-
- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)
- ☒ 5 - Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16
 3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16
 0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16
- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions) Appeal Score
- ☒ 10 - Major impact
 8 -
 6 - Moderate impact
 4 -
 2 - Minimal or no impact
-

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

64,640

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5

LEVY

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.